

MINUTE ITEM

19. CONSIDERATION OF SUBSIDENCE COSTS PROJECT, LONG BEACH - L.B.W.O.
10,127.

After consideration of Calendar Item 12 attached, and upon motion duly made and unanimously carried, the following resolution was adopted:

THE COMMISSION APPROVES SUCH COSTS PROPOSED TO BE EXPENDED BY THE CITY OF LONG BEACH, INCLUDING SUBSIDENCE REMEDIAL WORK, AS INDICATED ON EXHIBIT "A" ATTACHED AND HEREBY MADE A PART HEREOF, FOR THE PERIOD JULY 28, 1960 TO TERMINATION DATE; SUBJECT TO THE CONDITIONS, HOWEVER, THAT THE AMOUNTS, IF ANY, OF EACH OF THE ITEMS TO BE ALLOWED ULTIMATELY AS SUBSIDENCE COSTS, DEDUCTIBLE UNDER SECTION 5(a) OF CHAPTER 29, STATUTES OF 1956, 1ST E.S., WILL BE DETERMINED BY THE COMMISSION UPON AN ENGINEERING REVIEW AND FINAL AUDIT SUBSEQUENT TO THE TIME WHEN THE WORK UNDER ANY OF THESE ITEMS IS COMPLETED; THAT THE WORK CONFORM IN ESSENTIAL DETAILS TO THE PLANS AND BACKGROUND MATERIAL HERETOFORE SUBMITTED TO THE COMMISSION; AND THE EXECUTIVE OFFICER, THE ASSISTANT EXECUTIVE OFFICER OR THE SUPERVISING MINERAL RESOURCES ENGINEER ARE AUTHORIZED TO EXECUTE APPROPRIATE WRITTEN INSTRUMENTS REFLECTING THE COMMISSION'S CONDITIONAL APPROVAL.

Attachment

Calendar Item 12 (2 pages)

CALENDAR ITEM

12.

CONSIDERATION OF SUBSIDENCE COSTS PROJECT, LONG BEACH - L.B.W.O. 10,127.

On June 23, 1960, the Commission conditionally approved the costs to be expended by the Harbor Department of the City of Long Beach, including subsidence remedial work, for the "Roads and Streets" area-project. Subsequent to the above-stated approval, it developed that additional costs will be incurred by the Harbor Department. These costs will cover the construction of railroad track along Pico Avenue from Pier 2 to the "Pier A" Classification Yard, Seaside No. 3 Lead Track and Pier "B" Lead Track; and construction of subsidence remedial work on the Heim Bridge.

These sub-projects have received initial staff review and are considered to include some "subsidence costs" as defined in Section 1(f) of Chapter 29, Statutes of 1956, 1st E.S., but not necessarily all of those costs as estimated by the City of Long Beach.

IT IS RECOMMENDED THAT THE COMMISSION APPROVE SUCH COSTS PROPOSED TO BE EXPENDED BY THE CITY OF LONG BEACH, INCLUDING SUBSIDENCE REMEDIAL WORK, AS INDICATED ON EXHIBIT "A" ATTACHED AND HEREBY MADE A PART HEREOF, FOR THE PERIOD JULY 28, 1960 TO TERMINATION DATE; SUBJECT TO THE CONDITIONS, HOWEVER, THAT THE AMOUNTS, IF ANY, OF EACH OF THE ITEMS TO BE ALLOWED ULTIMATELY AS SUBSIDENCE COSTS, DEDUCTIBLE UNDER SECTION 5(a) OF CHAPTER 29, STATUTES OF 1956, 1ST E.S., WILL BE DETERMINED BY THE COMMISSION UPON AN ENGINEERING REVIEW AND FINAL AUDIT SUBSEQUENT TO THE TIME WHEN THE WORK UNDER ANY OF THESE ITEMS IS COMPLETED; THAT THE WORK CONFORM IN ESSENTIAL DETAILS TO THE PLANS AND BACKGROUND MATERIAL HERETOFORE SUBMITTED TO THE COMMISSION; AND THAT THE EXECUTIVE OFFICER, THE ASSISTANT EXECUTIVE OFFICER, OR THE SUPERVISING MINERAL RESOURCES ENGINEER BE AUTHORIZED TO EXECUTE APPROPRIATE WRITTEN INSTRUMENTS REFLECTING THE COMMISSION'S CONDITIONAL APPROVAL.

Attachment
Exhibit "A"

EXHIBIT "A"

LONG BEACH WORK ORDER NO. 10,127 - Addition No. 1 to Project and Estimate Submitted by the Port of Long Beach, ROADS & STREETS.

| <u>ITEM</u> | <u>AFE</u> | <u>WORK PROPOSED</u> | <u>LBHD ESTIMATED SUB-PROJECT EXPENDITURES JULY 28, 1960 TO TERMINATION</u> | <u>ESTIMATED SUBSIDENCE COST</u> |
|-------------|------------|--|---|--|
| 1 | 200 | Pico Avenue Service Road and Railroad Railroad - Pico Avenue Track - Pier '2' to Pier 'A' Classification Yard, Seaside No. 3 Lead Track and Connection to Pier 'B' Lead Track (2nd Phase) | \$ 297,000 | \$ 80,190 (27%) |
| 2 | 387 | Heim Bridge Remedial (2nd Phase) | 164,400 | 164,400 (100%) |
| | | Total | \$ 461,400 | \$244,590 |

Note:

1. The term "1st Phase" consists of costs of preliminary work expended subsequent to review of preliminary plans and/or other adequate description. (Typical "1st Phase" costs are engineering design, contract administration and advertising, preparator of site by Harbor Department forces.) For work within the same approved time period any excess of "1st Phase" approved costs over actual expenditures may be added to "2nd Phase" approvals after date of "2nd Phase" approvals.
2. The term "2nd Phase" consists of additional costs approved subsequent to review of detail construction plans and/or other data sufficient to guide construction operations.